

# SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised June 2004

## Scenario

Aerial Plan



### Project Description:

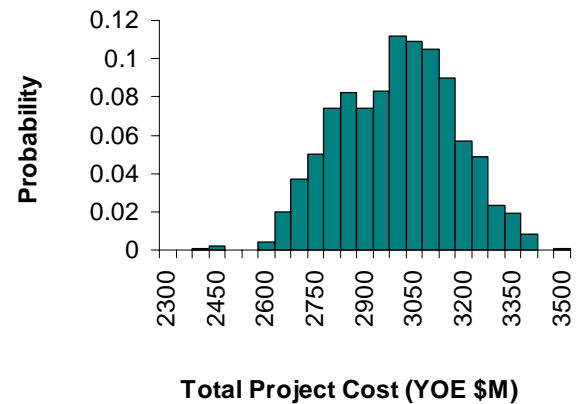
- Constructs new six-lane facility built to modified full standards in same location as existing viaduct.
- Constructs a new seawall from Washington Street to Myrtle Edwards Park.
- Provides full connections to Royal Brougham and Atlantic (SR 519).
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Widens the Mercer Street underpass north of Battery Street Tunnel to facilitate construction detours and improve access.
- Restores Alaskan Way surface street with 4 lanes.
- Provides improved pedestrian and bicycle access along Alaskan Way.

### Schedule:

Begin Construction  
Range: 2008

End Construction  
Range: 2017 - 2018

### CEVP Result:



### Project Benefits:

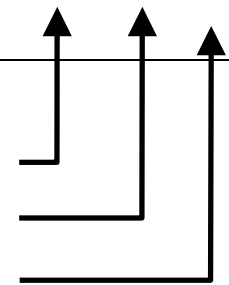
- Significantly reduces seismic risk for viaduct and seawall.
- Adds new facility with 75-year design life.
- Maintains current highway capacity.
- Improves traffic operations and safety by providing standard lane and outside shoulder widths and ramp lanes.
- Improves safety in Battery Street Tunnel by installing new fire and ventilation systems.
- Improves storm drainage by upgrading to current requirements, which reduces storm water pollution.
- Maintains view from aerial structure.

### Project Cost Range:

**10% chance the cost < \$2.7 Billion**

**50% chance the cost < \$3.0 Billion**

**90% chance the cost < \$3.2 Billion**



### Project Risks:

- Catastrophic failure of viaduct and/or seawall could occur before replacement.
- Complex construction in a dense urban area.
- Limited number of contractors qualified and available to pursue a project this large.
- Potential legal challenges.
- Temporary aerial structure required for detour may cause significant visual and noise impacts.
- Construction sequencing impacts to businesses.

### What's Changed Since 2003 CEVP:

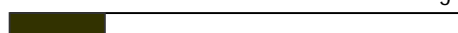
- Scope: Broad Street Underpass removed. Inside shoulders reduced to 2 feet, outside shoulders stay at 10 feet.
- Schedule: No major changes.
- Cost: Changes in ground improvements, utilities and amount of structure reduced cost by \$300M.

### Financial Fine Print (Key Assumptions):

- Inflation escalation is to 2013, approximate midpoint of construction.
- Additional federal, state, regional and local money needed to complete project.
- Project cost range includes \$35 million in past expenses, beginning 2001.

Level of  
Project Design:

Low Medium High



June 1, 2004

